AGENDA | Transportation Advisory Committee Meeting
All materials online at: ccrpcvt.org/transportation-advisory-committee

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MEETING DATE: Tuesday, September 1, 2026, 9:00 AM
HOW TO JOIN: This will be a virtual meeting using Zoom.
Join via Zoom: https://us02web.zoom.us/j/82462008536 or
Call in: +1-646-876-9923 | *Meeting ID:* 824 6200 8536

1. Call to Order, Start Transcription, Welcome and Attendance, Group Agreements
2. Consent Agenda (none) (0 minutes)
3. Draft Minutes – July 7, 2026* (Action, 2 minutes)
4. Public Comment Period (Discussion)
5. CCRPC Board and Committee Member Handbook & Code of Conduct (Information, 15 minutes)
6. FY2027–FY2030 TIP* (Action, 20 minutes)
7. TIP Amendment Policy* (Action, 15 minutes)
8. Demographic Forecast Update* (Information, 5 minutes)
9. MTP Update/ Introduction (Information, 10 minutes)
10. CCRPC Board Meeting Report (Information, 1 minute)

    At their July meeting the Board heard a presentation from VTrans on their project programming process and fiscal outlook, voted to approve TIP amendments and the CCRPC Language Access Plan, heard an update on the regional demographic forecast, heard the draft Board committee appointments, heard an overview of the recently adopted Board Member Handbook and Code of Conduct, and other Executive Director updates.
11. Chair/Members' Items (Information, 2 minutes)
    a. **Long Range Planning Committee**: Erica Towle and Jon Rauscher will serve as TAC reps on the LRPC.
    b. **ADA and Title VI One-Sheets for Local Public Agencies**: VTrans has designed one-pagers to simplify your understanding of ADA and Title VI compliance. Compliance isn't just a legal requirement—it's about safeguarding vulnerable communities and ensuring everyone has equal access. Get started here: ADA and Title VI.
    c. **USDOT Discretionary Grants Dashboard:** https://www.transportation.gov/grants/dashboard.

*Attachments

NEXT MEETING: Next meeting: Tuesday, October 6, 2026, 9:00 AM

In accordance with provisions of the Americans with Disabilities Act (ADA) of 1990, as amended, the CCRPC will ensure public meetings are accessible to all people. Requests for free interpretive or translation services, assistive devices, or other requested reasonable accommodations, should be made to Emma Vaughn, CCRPC Title VI & ADA Coordinator, at 802-861 or evaughn@ccrpcvt.org, at least 5 business days prior to the meeting for which services are requested.

CCRPC Group Expectations:

1. Be present and ready to actively participate.
2. Engage respectfully, accepting diversity in ability, culture, and perspective.
3. Use accessible language.
4. Focus on interests, not positions.
5. Expect and accept lack of closure.
6. Listen generously and for understanding.
7. In cases of hurt and harm, assume best intent and attend to impact.
8. Take space, make space.
9. Have fun and dare to dream!

DATE: Tuesday, July 7, 2026
TIME: 9:00 AM
LOCATION: CCRPC office with Zoom option
ATTENDANCE:

Members Present:	Staff:
Adam Wechsler, People with Disability Alex Demoly, GBIC Annie Costandi, Essex Bob Henneberger, Older Adults Chris Yuen, Essex Junction Deirdre Holmes, Charlotte Erica Towle, South Burlington Holly Francis, Environment Jack Evans, Local Motion Josh Arneson, Richmond Matthew Arancio, VTrans Randy Alemy, Colchester Roger Thompson, FHWA Sandy Thibault, CATMA Will Hodgson, GMT	Charlie Baker, Executive Director Taylor Newton, Deputy Director Ann Janda, Senior Energy Project Manager Bryan Davis, Transportation Planning Program Manager Chris Dubin, Senior Transportation Planner Christine Forde, Senior Transportation Planner Eliana Fox, Transportation Planner Jason Charest, Transportation Technical Program Manager Kate McCarthy, Community Development Program Manager Marshall Distel, Senior Transportation Planner Sai Sarepalli, Senior Transportation Planning Engineer Guests: Jennifer DeRise, CCRPC intern Makenzie Jones, CCRPC intern Ian Warner, CCRPC intern Emmett Barrese, CCRPC intern Faith Dall, VTrans Lou Phillip, VTrans intern Patrick Murphy, VTrans TJ Matteini, GBIC

1. Call to Order, Welcome + Attendance, Group Agreements
   B. Davis called the meeting to order at 9:04 AM and reminded members about the CCRPC group agreements which are included in this month's agenda. B. Davis noted recent CCRPC organizational changes with more information being released this week. He also noted it's the time of year to elect/re-elect the TAC Chair. Phillip Peterson is out today but indicated his willingness to continue as chair. This will be an item on the September TAC agenda.

   C. YUEN MOVED TO APPROVE THE AGENDA, SECONDED BY B. HENNEBERGER, THE MOTION PASSED UNANIMOUSLY.

2. Consent Agenda
   E. TOWLE MOVED TO APPROVE THE CONSENT AGENDA, SECONDED BY J. EVANS, THE MOTION PASSED UNANIMOUSLY.

3. Approval of June 2, 2026 Minutes
   B. HENNEBERGER MADE A MOTION TO APPROVE THE MINUTES OF JUNE 2, 2026, SECONDED BY A. DEMOLY. THE MOTION PASSED UNANIMOUSLY.

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4. Public Comment Period
   No comments from the public.

   A. Demoly, GBIC, introduced TJ Matteini who recently joined GBIC and is tuning in to learn more about CCRPC and the TAC.

5. Statewide TAC Coordination
   B. Davis and F. Dall, VTrans, said that RPCs statewide have been joining each other's TAC meetings to observe how they function and understand member composition. The planners will then work together to develop strategies that will help TACs across the state be engaged and effective committees. Part of this process includes a short TAC member survey, sent by email. Please return surveys to bdavis@ccrpcvt.org.

6. VTrans Updates: Transportation Bill and Budget
   M. Arancio, VTrans, introduced Patrick Murphy, State Policy Director at VTrans, to provide an update on the Transportation Bill and Budget. P. Murphy noted the Agency of Transportation faced a number of challenges coming into the legislative session, and some structural funding issues, some of which have been addressed, others for which groundwork was laid for future changes.

   A lot of work happened outside the transportation bill, including the miscellaneous tax bill H 933. Purchase and use revenue is a big part of the transportation bill, two-thirds of that revenue goes to the transportation fund and one-third to the education fund. This year the legislature committed to decreasing the amount going towards education and putting it towards transportation, while at the same time changing some of the sales formula to replace what's lost in the education fund from transportation.

   The Transportation Bill includes some introductory sections and provides the context for the funding issues. Section 2 adopts the transportation program and what's called the White Book, which are the projects included in this year's budget. Section 3 describes activities adopted to further some climate goals for the state. In Section 4 the legislature takes the transportation infrastructure bond funds and adds them to paving. There are some statewide highway bridges in Section 5 where some money is moved around in order to be able to increase the paving budget. Section 6 deals with the transportation infrastructure bond and thinking about if the agency can fund more bonding to fund projects, those with a lifespan longer than 10 years, and whether that's more effective than pay as you go.

   A number of sections deal with setting up a mileage-based user fee for battery electric vehicles (EV) which go into effect January 1, 2027. This will be 1.4 cents per mile, which is reflective of the cost per mile for fuel of a vehicle that gets 23 miles per gallon. This fee will expand to other types of EVs (e.g., plug in electric, hybrid) in future years. The fee is intended to replace funds lost from fuel tax revenue. The objective is for drivers to pay roughly the same amount on a per mile basis into the transportation fund, and treats infrastructure as more of a utility that people are using and therefore paying for. Section 13 is about public electric vehicle charging and how the Agency might capture out-of-state revenue for electric vehicles.

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Other sections extend the ability for the state to participate in public private partnerships, such as Highway Welcome Centers. There are changes to Transportation Alternatives Program, award amounts are increased from $300,000 to $600,000, and removing the requirement that 50% of TAP funding goes towards salt/sand sheds. This is paired with changes to prioritization of projects so that salt/sand sheds are as competitive as bike ped projects. There is also a temporary granting limit increase to $1.2 million this fiscal year given the desire to get federal funds out the door.

Last year's Transportation Bill had a trio of studies with municipalities which are continued in this year's bill. This includes looking at state statutes related to setting speed limits. Another section continues work with Drive Electric Vermont, another section continues work supporting the recruitment and retention of volunteer drivers for non-emergency medical trips. A few sections deal with changes to regulations for EV charging stations, following National Electric Vehicle Infrastructure (NEVI) standards, and sharing data to third-party platforms to provide real time data to drivers. There are sections around increasing the ability for people living in home owner associations and common interest communities to install EV charging by right.
There's a report required from the Department of Motor Vehicles around intelligent speed assistance to look at how folks who are regularly going over the speed limit might have a governor installed on their vehicles. The last section is a repeal of log drives. This is a historical method used to transport harvested timber from remote forests to sawmills by floating the logs down rivers.

There was discussion about the EV mileage fee, revenue lost due to vehicle efficiency, cap on the user fee at $178, and that the fee only applies to EVs under 6,100 pounds.

7. Population, Employment, Household Forecast Update
J. Charest, CCRPC, reminded the TAC that the CCRPC is in the process of updating its demographic forecast. The last update was in 2017 and the preference is to update this every 5 years but was delayed due to the pandemic. This update is in sync with statewide update and will be able to be broken down to the municipal level for Chittenden County. The data will be broken into smaller zones as modeling for the upcoming Metropolitan Transportation Plan (MTP) update. He noted that Chittenden County is the only region for which this info will be broken down in this way. He noted that the forecasts don't dictate what we're planning for, and that the state has no official long-term forecast for population and employment. Vermont has a Joint Fiscal Office-prepared consensus forecast updated periodically, most recently to year 2036 for population and jobs. Population and employment in Vermont reflect national trends of older population, negative replacement rate, and reduced international migration.

The team is using a 2050 population of 653,000 in forecasting. This figure is then broken up by county (180,000 in Chittenden County) and broken further by municipality based on housing targets. They're taking the additional 12,000 people in the county and distributing that amongst the municipalities based on their recent housing target work. For jobs and employment, they're forecasting 8,500 new jobs by 2050, which is then broken down by municipality.

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This information will be presented to the Planning Advisory Committee tomorrow, 7/8, and then to the Board on 7/15 and again on 9/16 for their approval.

8. CCRPC Interns Update
   E. Fox and C. Dubin, CCRPC, said the interns have had a busy summer with traffic counts and inventories. Interns J. DeRise, M. Jones. I. Warner, and E. Barrese provided an update on their work. They've completed pavement inspections using PAVER on Huntington's paved roads, which was challenging due to the curves. They will do the same for Burlington with a goal of repeating inspections every three years. They completed road erosion inventories for Hinesburg and Milton, and Grants in Aid projects in Westford and Milton. They've conducted traffic counts using automatic traffic recorders (ATR). Challenges with tubes both being purposefully cut and unintentionally torn by vehicles. They used a Blackcat counter on Oak Hill Road in Williston due to traffic speeds being a safety issue. They are conducting turning movement counts using count cameras and manual counting. C. Yuen thanked the team for setting up counters on short notice in Essex Junction.

9. CCRPC Board Meeting Report
   The Board held their annual meeting in June at which they voted to approve the election of officers and executive committee membership, voted to approve Bob Clark as the Agriculture representative to the Board, voted to approve the FY27 meeting calendar, voted to approve the bank signer resolution, and approved two Board member milestone resolutions. These recognized Jeff Carr's 25 years of Board service, and Garret Mott's 25 years of Board service. The annual meeting was also an opportunity for staff, Board, partners and others to recognize Eleni Churchill's retirement and celebrate her leadership, accomplishments and overall awesomeness. You will be missed!

10. Chair/Members' Items
    a. **ADA and Title VI One-Sheets for Local Public Agencies**: VTrans has designed one-pagers to simplify your understanding of ADA and Title VI compliance. Compliance is not just a legal requirement, it is about safeguarding vulnerable communities and ensuring everyone has equal access. Get started here: **ADA** and **Title VI**.
    b. **USDOT Discretionary Grants Dashboard:** **https://www.transportation.gov/grants/dashboard**.

B. Davis noted that the VTrans 2026 Town Highway Maps have been completed and posted online. These maps are available via the Town Highway Map Lookup page on the Mapping Section website at: https://vtrans.vermont.gov/content/planning/maps/town-maps/highway-maps. Additional information about the Town Highway Maps can be found here: https://vtrans.vermont.gov/planning/maps/town-maps.

The TAC will not meet in August. The next TAC meeting is scheduled for Tuesday, September 1, 2026, 9:00 AM.

B. HENNEBERGER MOVED TO ADJOURN, SECONDED BY C. YUEN, MOTION PASSED UNANIMOUSLY.

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The meeting adjourned at 10:12 am.

Respectfully submitted,
Bryan Davis

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CCRPC Transportation Advisory Committee Meeting Memo
09/01/27
Agenda Item 6: FY2027-2030 Transportation Improvement Program

Issue

Federal regulations require the Chittenden County Regional Planning Commission (CCRPC), as the designated Metropolitan Planning Organization (MPO) for Chittenden County, to develop and maintain a Transportation Improvement Program (TIP). The TIP contains funding information for transportation projects proposed to spend federal transportation dollars in Chittenden County. Projects must be listed in the TIP to spend federal transportation funds. The TIP includes all modes of transportation including highways, bicycle and pedestrian facilities and transit.

The TIP covers a four-year period, and it must be fiscally constrained. It is typically updated every year with the assistance of the Transportation Advisory Committee (TAC), the Vermont Agency of Transportation (VTrans), and Green Mountain Transit (GMT).

The TIP lists federal funding amounts in the federal fiscal year when they are expected to be needed. It should be noted that the TIP is a planning and not a budget document. The TIP represents the intent to construct or implement a specific project and the anticipated flow of federal funds. Funds correspond to the following project development phases:

- Scoping – a process that develops safe and effective alternatives based on documented rationale that meet the stated purpose and need while minimizing environmental impacts
- Preliminary Engineering – detailed design of the preferred alternative
- Right-of-Way - process of determining if land rights are needed for construction and negotiation of appropriate compensation
- Construction

The Draft Fiscal Year 2027–2030 Transportation Improvement Program is provided as a separate attachment available here.

Staff Recommendation

Recommend that the TAC ask the Board to warn a public hearing for their October meeting for the FY2027–2030 TIP; and that the board approve the TIP in October.

Contact

Christine Forde – cforde@ccrpcvt.org, 802-861-0119

CCRPC Transportation Advisory Committee Meeting Memo
09/01/27
Agenda Item 7: CCRPC TIP Amendment Policy Update

Purpose

CCRPC staff is recommending revisions to CCRPC's Transportation Improvement Program (TIP) Amendment Policy to provide a clearer distinction between TIP amendments and administrative modifications and to align the process more closely with the federal framework in 23 CFR Part 450. The revised policy replaces the prior policy's detailed dollar and percentage thresholds with a significance-based approach focused on fiscal constraint, project purpose and independent utility, regional priorities, and public interest. It also clarifies the public participation process and establishes a more structured expedited amendment process.

Federal framework

The federal planning regulations define an administrative modification as a minor revision to a TIP involving minor changes to project or phase costs, funding sources, or initiation dates. Such a modification does not require public review and comment, or a redemonstration of fiscal constraint. An amendment, by contrast, is a major revision, including the addition or deletion of a project or a major change in project cost, project or phase initiation dates, or design concept or design scope. An amendment requires public review and comment and a redemonstration of fiscal constraint. 23 CFR § 450.104.

23 CFR § 450.328 further provides that an MPO may revise its TIP at any time under procedures agreed to by the cooperating parties and consistent with the federal planning requirements. It specifically requires that changes affecting fiscal constraint be processed by TIP amendment and provides that public participation procedures apply to TIP revisions, except administrative modifications.

Key changes from the 2021 policy

- **Replaces fixed dollar and percentage thresholds with a significance-based test.** The 2021 policy classified changes primarily by project cost and fixed thresholds—for example, 25 percent cost changes and dollar caps for certain project categories. The 2026 policy instead asks whether a proposed revision is significant in terms of fiscal constraint, project purpose, regional priorities, or public interest. This is more closely aligned with the federal distinction between a major revision (amendment) and a minor revision (administrative modification).
- **Separates project significance from routine implementation changes.** Routine cost estimate and bid adjustments, funding-source revisions, grant and earmark adjustments, funding phase revisions, schedule changes within the TIP period, movement of funds between fiscal years, removal of excess funds, regional line-item allocations, and clerical corrections are identified as administrative modifications when they do not affect fiscal constraint, eligibility, project purpose, or regional priorities. This provides a practical category for the types of minor changes contemplated by the federal definition of administrative modification.

- **Provides a more meaningful distinction for new projects.** The revised policy distinguishes between adding a federally funded system-preservation project and adding a project that would materially affect regional priorities or the fiscally constrained TIP. System-preservation examples include paving, bridge preservation, and intersection preservation. Major amendments are reserved for additions or deletions of constrained federally funded projects that are not system-preservation projects, or for changes that substantially affect project scope, purpose, independent utility, or regional priorities.
- **Clarifies public review versus a formal public hearing.** The revised policy recognizes that federal regulations require public review and comment for amendments, but do not require a formal public hearing for every amendment. The standard process provides public notice and an opportunity to comment at the Board meeting. A formal hearing is reserved for major changes of greater significance or when the Executive Director or Board determines that a hearing is warranted. This distinction is intended to satisfy the federal public-participation requirement while reserving formal hearings for matters where they provide meaningful additional value.
- It should be noted that projects typically have had numerous opportunities for public input throughout the planning and design process, as well as through the public process that precedes their inclusion in the TIP.
- **Strengthens the expedited amendment process.** The 2021 policy allowed an expedited amendment when a funding opportunity would otherwise be lost, or an emergency required immediate expenditure, with 24-hour notice to the TAC and Board. The 2026 policy retains those circumstances but adds an explicit public comment period, requires compliance with all applicable federal and state requirements, and states that expedited procedures may not be used to avoid public participation or fiscal-constraint requirements. In an actual emergency where advance notice is impracticable, notice and an opportunity for comment are provided as soon as practicable.
- **Provides greater flexibility for project advancement.** The revised policy expressly allows ready projects to advance when fiscal constraint is maintained and allows delayed projects to be replaced by other eligible ready projects consistent with the approved TIP and VTrans programming. Routine schedule and funding adjustments can be handled administratively when they do not change the significance of the TIP.

Comparison at a glance

Topic	2021 Policy	2026 Revised Policy
Basis for classification	Primarily fixed dollar and percentage thresholds, with different thresholds based on project cost.	Significance of the change, considering fiscal constraint, project purpose, regional priorities, and public interest.
Administrative modifications	Detailed list of routine changes, including several	Routine changes that do not affect fiscal constraint,

	threshold-based cost changes.	eligibility, purpose, or regional priorities.
Public participation	Major amendments require a public hearing; minor amendments approved by the Board.	Amendments receive public notice and comment; formal hearings are reserved for major matters or when otherwise warranted.
Expedited process	24-hour notice to TAC/Board; Executive Director approval with Executive Committee consultation.	Public comment period; explicit requirement to comply with applicable federal/state requirements and not use expedited procedures to avoid them.

Conclusion

The proposed 2026 revision is intended to provide CCRPC, VTrans, FHWA, the TAC, the Board, and the public with a clearer and more predictable framework for maintaining the TIP between scheduled updates. It preserves public involvement for substantive TIP changes, provides administrative flexibility for routine implementation changes, and makes fiscal constraint and project significance the central tests for determining the appropriate process. Staff believes this structure is more consistent with the terminology and framework established in 23 CFR §§ 450.104 and 450.328 while retaining CCRPC-specific procedures for public notice, Board involvement, and expedited actions.

Action/Recommended Motion

Move that the TAC recommend that the Board adopt the revisions to CCRPC's Transportation Improvement Program (TIP) Amendment Policy.

CCRPC Transportation Improvement Program (TIP) Amendment Policy

Updated Month Date, 2026

The Chittenden County Regional Planning Commission (CCRPC) may revise the Transportation Improvement Program (TIP) between scheduled TIP updates in accordance with 23 CFR § 450.328 and CCRPC's adopted public participation procedures.

TIP revisions are classified as either Amendments or Administrative Modifications based on the significance of the proposed change. CCRPC further classifies Amendments as either Major Amendments or Minor Amendments based on the significance of the change.

All TIP revisions shall maintain fiscal constraint. Interstate and transit projects are not subject to CCRPC's locally controlled funding limits but are subject to applicable state-level or transit-program fiscal constraints. Awarded grant and earmark funds are treated as additional revenues available to support the TIP.

For TIP purposes, a project consists of all related TIP line items under a single CCRPC project number.

TIP Amendment Schedule

Amendment Type	**Public Process / Approval**	**Required When**
Major Amendment	Public Review and Comment; Formal Public Hearing; Board Approval	1. Adds or deletes a federally funded project that is subject to CCRPC's locally controlled fiscal constraint limit and is not a system preservation project or a grant or earmark. 2. Major changes the location, termini, scope, or purpose of a project. 3. Results in a major change to regional transportation priorities, as determined by the CCRPC Board or Executive Director. 4. Is determined by the Executive Director or Board to warrant a public hearing due to substantial public interest.

Minor Amendment	Public Review and Comment; Board Approval	1. Adds a federally funded system preservation project -- including paving, bridge preservation, or intersection preservation -- when consistent with the MTP and maintains fiscal constraint. 2. Reallocates funding among programmed projects while maintaining fiscal constraint. 3. Makes a project change that does not substantially alter the project's purpose, location, termini, or scope. 4. Any change not qualifying as an Administrative Modification or Major Amendment.
Administrative Modification	Executive Director Approval; Board notification and posting on CCRPC website	Administrative Modifications may include increases in the total programmed cost of an existing project of up to 10 percent, provided that the project scope, location, termini, and purpose are not substantially changed and fiscal constraint is maintained. 1. Routine cost estimate updates and bid adjustments that do not substantially change the project or require reallocation of funding among programmed projects. 2. Revisions to federal funding source. 3. Grant and earmark award adjustments. 4. Reallocations of funding between project phases (engineering, right-of-way or construction). 5. Advancing or delaying phases or projects within the TIP period while maintaining fiscal constraint. 6. Moving funds between fiscal years while maintaining fiscal constraint. 7. Removing excess funds.

		8. Regional line-item allocations. 9. Typographical, formatting, or descriptive corrections.

Public Notice and Comment Procedures

For TIP Amendments, CCRPC shall provide public notice and a reasonable opportunity for public review and comment consistent with the CCRPC Public Participation Plan. A formal public hearing is not required for every TIP Amendment.

Unless an expedited process is authorized under this policy, the standard public process for a TIP Amendment shall include:

1. Posting the proposed amendment and supporting information on the CCRPC website, including a description of the proposed change, project and funding information, and the reason for the amendment.
2. Including the TIP amendment as an agenda item at a regularly scheduled meeting of the Transportation Advisory Committee (TAC). The TAC is composed of municipal public works and planning staff, as well as representatives of stakeholder and interest groups (e.g., transit, rail, environment, bicycle/pedestrian, etc.). TAC meetings are open to the public and are publicly noticed in accordance with Vermont Open Meeting Law and the CCRPC Public Participation Plan. Agendas and appropriate documents are posted in advance and are emailed to members and others as requested.
3. Including the TIP amendment as an agenda item at a regularly scheduled meeting of the CCRPC Board. Board meetings are open to the public and are publicly noticed in accordance with Vermont Open Meeting Law and the CCRPC Public Participation Plan. Agendas and appropriate documents are posted in advance and are emailed to Board members, town/city managers/administrators, legislators, and others as requested.
4. Accepting comments electronically and in writing and providing an opportunity for public comment at the TAC and Board meeting at which the amendment is considered.
5. Considering substantive comments received and maintaining a record of the public comments as part of the TIP amendment documentation.

Expedited TIP Amendments

An expedited TIP amendment process may be used when circumstances require action sooner than the normal TIP amendment schedule would permit, including when:

- A time-sensitive federal, state, or other funding opportunity would be lost without expedited action; or

- An emergency or other unforeseen circumstance requires immediate programming of transportation funds, including circumstances involving an imminent threat to public health or safety or an urgent need to restore transportation service or infrastructure.

An expedited amendment shall meet all applicable federal and state requirements for a TIP amendment, including fiscal constraint and applicable public participation requirements.

The Executive Director, in consultation with the Executive Committee, may initiate an expedited amendment when the Executive Director determines that following the normal amendment schedule would jeopardize the funding opportunity or timely response to the emergency.

For an expedited amendment, CCRPC shall provide a reasonable opportunity for public review and comment appropriate to the circumstances and consistent with the CCRPC Public Participation Plan. The proposed amendment shall be posted on CCRPC's website, including a description of the proposed change, project and funding information, and the reason for the amendment. Notice of the change will be sent to TAC and Board members.

When an emergency requires immediate action and advance public notice or an opportunity for public comment is impracticable, CCRPC may proceed with the amendment without advance public comment. In such circumstances, CCRPC shall provide public notice and an opportunity for public review and comment as soon as practicable following the action. The amendment shall be presented to the TAC and Board at their next regularly scheduled meetings.

An expedited amendment may not be used to avoid the public participation, fiscal constraint, or other requirements applicable to a TIP amendment.

September 1, 2026
Agenda Item 8 | Demographic Forecasts

BACKGROUND

CCRPC partnered with VTrans to develop updated forecasts for population, employment, and households out to 2050. VTrans contracted with RSG who in turn teamed up with Economic & Policy Resources (EPR) to conduct this work. Forecasts have been developed down to the county level statewide and further disaggregated to the municipal level in Chittenden County.

CCRPC forecasts were last updated in 2017 and our typical update cycle (~ 5 years) was postponed due to the pandemic. It's important to note that these forecasts represent a reflection of past trends and are essentially a status quo scenario. They are by no means the future we are planning for as a region. We are continuing to focus on our housing targets and planning for the future we want to see.

This data is of critical importance to informing and updating our ECOS and Metropolitan Transportation Plans (MTP) along with our regional travel demand model. The MTP is our long-range transportation plan and as a Metropolitan Planning Organization (MPO) is required to be updated every 5 years. The process to update our MTP before it expires in May of 2028 is in its initial stages and ramping up this coming fall and next calendar year with the Long-Range Planning Committee (LRPC).

Population forecasts were previously presented at the July 7, 2026 TAC meeting. Following that meeting, employment forecasts became available and were presented at the July 8, 2026 Planning Advisory Committee (PAC) meeting as well as the July 15, 2026 Board meeting. Additionally, we now have household forecasts as well. All forecasts can be found on the pages that follow.

PAC RECOMMENDATION

The PAC, at their July 8, 2026 meeting, unanimously passed motions recommending that the Board adopt the population and employment forecasts prepared by RSG with the caveat that the Essex and Essex Junction data be corrected. This was corrected along with a mix-up in the base employment figures and documented in the presentation presented to the CCRPC Board at their July 15, 2026 meeting. Due to the changes made and additional household information, this will go back before the PAC as an action item at their September 9, 2026 meeting.

NEXT STEPS

The draft forecasts are on the agenda as an action item for approval at the September 2, 2026 Executive Committee meeting. The PAC will also revisit things at their September 9, 2026 meeting. Providing there are no major changes, this will then go to the Board for their approval at their September 16, 2026 meeting.

STAFF CONTACT

Jason Charest, Transportation Technical Program Manager
jcharest@ccrpcvt.org *or* (802) 861-0127

DRAFT POPULATION FORECASTS

	ACS 2024 5-Yr Population Estimates	Pop Change from 2024 to 2050	2050 Total Pop
BOLT	1,163	45	1,208
BUEL	19	1	20
BURL	44,675	2,653	47,328
CHAR	3,916	134	4,050
COLC	17,648	644	18,292
ESSX	11,516	845	12,361
EJCT	10,803	1,163	11,966
HBRG	4,718	246	4,964
HUNT	1,853	71	1,924
JERI	5,114	171	5,285
MILT	10,769	538	11,307
RICH	4,159	152	4,311
SHEL	7,969	563	8,532
SOBR	20,756	2,880	23,636
STGE	812	25	837
UHIL	3,141	107	3,248
WEST	2,290	73	2,363
WILL	10,144	1,184	11,328
WSKI	8,293	504	8,797
	169,758	**12,000**	**181,758**

DRAFT EMPLOYMENT FORECASTS

	2025 Covered Employment	Employment change from 2025 to 2050	2050 Total Employment
BOLT	293	23	316
BUEL	0	0	0
BURL	32,177	747	32,925
CHAR	567	11	578
COLC	8,804	252	9,055
ESSX	5,366	230	5,596
EJCT	5,363	391	5,755
HBRG	1,190	83	1,273
HUNT	215	6	220
JERI	1,013	43	1,056
MILT	2,876	200	3,076
RICH	1,291	39	1,330
SHEL	3,158	191	3,349
SOBR	17,736	1,076	18,812
STGE	60	2	62
UHIL	323	9	332
WEST	196	6	202
WILL	10,581	450	11,031
WSKI	3,154	154	3,308
	94,363	**3,913**	**98,276**

DRAFT HOUSEHOLD FORECASTS

	Existing 2023 Households (2.3 average persons per HH)	Household growth from 2023 to 2050	2050 Total Households (2.0 persons per HH)
BOLT	550	59	609
BUEL	12	1	13
BURL	18,245	3490	21,735
CHAR	1643	176	1819
COLC	7,673	846	8,519
ESSX	4,889	1111	6,000
EJCT	4,955	1529	6,484
HBRG	2,071	324	2,395
HUNT	876	94	970
JERI	2,014	225	2,239
MILT	4,515	707	5,222
RICH	1,729	200	1,929
SHEL	3,529	741	4,270
SOBR	9,921	3,788	13,709
STGE	314	34	348
UHIL	1313	141	1454
WEST	899	96	995
WILL	4,725	1557	6,282
WSKI	3,665	663	4,328
	73,538	**15,782**	**89,320**